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INDIANAPOLIS, SUNDAY MORNING, JULY 15, 1894-TWELVE PAGES.

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NOTICE TO CONTRACTORS. Bids will be received by the School Board of West Indianapolis until Thursday evening. July 19, 7 o'clock, for the building of an addition to building No. 1, corner of Howard and Reisner streets. Plans and specifications may be seen at Walter S. Hoss's hardware store, No. 860 West Morris street, on and after Saturday, July 14, 1894. Bids to be marked "Proposals for building" and addressed to S. A. MOR-GAN, Secretary of Board, No. 216 River



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#### CHINA'S NEW RAILWAY

FACTS ABOUT THE IMPERIAL ROAD WHICH IS NOW BEING BUILT.

Trip Over the New Line in the Viceroy's Car-China Can Make Cars and Ship Them to America at a Profit.

(Copyright, 1894, by Frank G. Carpenter.)

TONG SHANG, North China, June 12 .- The

imperial railroad has just been completed to the borders of Manchuria and regular trains were put on last week between Tien-Tsin and Shan Hi Kwan. This last city is on the boundary between Manchuria and China at the point where the Chinese wall juts down into the sea, and you can now ther toward the north, and when it is miles long and will almost reach the Russian Siberian frontier. It will probably at some time connect with the great trans-Siberian railroad, which is now being built from Vladivostock to St. Petersburg, trains have been running regularly between here and Tien-Tsin, a distance of ninety-nine miles, and this new strip of road, which has now been opened to traffic, is of nearly the same length. There are, in fact, to-day about two hundred miles of road here in active operation and there are seventeen trains (regular trains) a day running upon this railroad. It is the only before. They intend to develop their vast resources themselves, and I see their works in this direction everywhere I go. At Shanghai I visited the Kiangnan arsenal, where thousands of these people made the finest of modern guns, and where I saw their successful experiments in the making of steel rails with Chinese iron and Chinese coal. They are now putting up furnaces and rolling mills there for the making of steel, and their workmanship shows that they are as expert in such manufacture as any people in the world. At Hankow, 750 miles in the interior of China, 1 found seventy-five acres of ground covered with the preparations for steel furnaces and car works, and I wrote a letter on the top of a steel blast furnace 100 feet high and something like 50 feet in diameter. At Tien-Tsin, which, you know, is Li of acres of shops of various kinds and here at Teng Shang, in the very heart of the northern part of the great plain, there are thousands of men employed in making cars, in mining coal and in the manufacture of coke. Tong Shang, with its many smokestacks, its piles of coal and its modern works, looks, in fact, more like a suburb of Pittsburg than a city of north China, and the black-faced miners, with their long queues tied tightly about their heads, seem out of place in the picture. It is the center of the Kaiping coal mines, of which I will write further on, and also the junction at which the railroad of the Chinese Railway and Mining Company and the new imperial railroad come together.

TRIP OVER THE NEW LINE. The road from Tien-Tsin to this point was Li Hung Chang is practically the head, as he is of everything progressive in China. The line which has just been opened is being built by the government and it is intended to aid the country in preventing the aggressions of Russians. By it troops and supplies can be carried almost to the Russian frontier, going for something like five hundred miles through the rich country big cities of the Mongols with Tien-Tsin. An appropriation of \$2,000,000 a year has been set aside for the building of this road, and though I am told that this appropriation has been cut down this year on account of the money needed for the fireworks on the Empress dowager's birthday there is no doubt but that the road will be pushed onward and that it will be a great trunk line through the northeastern part of the empire. At the present writing the work of surveying the road and building the embankments is going on at point about fifty miles beyond the great wall, and the road to the wall is as well built as the great trunk lines of the United States. Heretofore all the freight to the north has been carried on camels and the mule litter has been the Chinese Pullman

I traveled over the new line on one of the first trains, and I have had the best facilities to make a careful examination of it. I am with Gen. John W. Foster, our ex-Secretary of State, and Li Hung Chang has put at his disposal his vice regal car. Our trip to the great wall has been made on a special train, and we are entertained here by the Chinese directors and by the foreign officials who have superintended the building of the road. Such an excursion has never been possible in China before. When General Grant visited Li Hung Chang there was not a line of track in operation and there were no signs of any for the future. When Secretary Seward traveled through the empire the country was even more backward, and the reception which has been given Mr. Foster has included many things which were impossible to China's famous guests of the past. His trip to Peking, for instance, was made in the viceroy's steam launch. He raviewed the troops of Li Hung Chang's military school at Tien Tsin, and saw them go through the modern maneuvers of a sham battle, and his visit has been enlivened with serenades of our American national airs by Chinese brass bands. The viceroy's private car has heretofore been reserved exclusively for his own use, and the officials in charge are directed to allow no mandarin or other person to take it. All sorts of excuses have been made to keep it out of the hands of the Chinese officials, and one of the English officers of the works said to me to-day: "You can't imagine what a series of disasters have happened this car. I venture it has had its axles broken five hundred times and its machinery has been out of order a thousands

BUILDING CARS IN CHINA. We first came over the road belonging to the Chinese Railway and Mining Company. This has been in operation for six years, and it is, I understand, paying good dividends. Its capital stock has been watered again and again, and there are undoubtedly many Chinese squeezes connected with it. Nevertheless, it pays a dividend to its stockholders, and though there was much corruption in its building it is said the road has been constructed as cheaply as any railroad in America. The statement was made to me that the lawyers' fees in America were more than the stealings of the Chinese directors, and that the difference in the prices of labor make it possible to build roads cheaper here than in outcry against it. This kept it back for any other country of the world. To-day it | some time, and the mining company dug is found that they can make cars and en- a canal at a cost of half a million dollars gines in Tong Shang more cheaply than they | along the line of the railroad, and for some can be imported from Europe, and Mr. | years hauled their coal to the sea in | New York World. Churchward, the man in charge of the loco- barges by means of steam tugs. They Governor Matthews, of Indiana, is a rock

engines and cars here and export them to the United States and make a fair profit, notwithstanding the heavy freight rates. All here. They are lighter than our cars and are more after the English pattern. They are made with higher wheels than ours, the diameter being forty-two and a half inches, while the American railroad wheel is, I believe, only thirty-three inches. These Chinese wheels cost more, but the English engineers think they are cheaper in the end, as they will last five times as long our wheels without being returned. It is wonderful that they can make the cars so cheaply, as nearly all of the materials have to be imported. The outside wood of all of the passenger coaches is of Siamese teak, the freight cars are the iron used in the making of the machinery of the road come from Europe. Even the ties have to be imported, but with all this the road has been solidly built. It is of the regular standard gauge. It is ballasted with stone and the cars move over it as smoothly as they do over the Pennsylvania road between New York and Washington. The length of the line which I passed over is in fact nearly as long as the distance between New York and Washington, and in my talk with the directors the Pennsylvania Company was frequently mentioned, and many of its latest improvements will probably be adopted here. I saw in the car works samples from the Pennsylvania railroad of lamps and other devices connected with

car making, and some of these will probably be adopted. CHEAP FARES. This Chinese railroad is far different in many respects from an American line. There are two classes of cars, the first and second, and the second-class fares bring in the most profit to the company. Only foreigners and a few of the big Chinese officials travel first-class, and a mandarin and his retinue of from ten to fifty servants usualy have passes. The fares are, I believe, the cheapest in the world. The firstclass passenger tariff is less than 2 cents a mile in silver, and the second-class less than 1 cent a mile or less than half a cent a mile in our currency. For a distance of thirty-one miles the fare was twentyseven silver cents or about fourteen American cents. The tickets sold are of the same size and shape as our ordinary local tickets, each being about as large as the smallest size of a gentleman's calling card. They are on yellow card board, the color being that of the Emperor and all connected with him, and they are printed in both Chinese and English. There are no mail cars, and if the Chinese had their way they would run the freight and passenger cars in one train. As it is, there is an open car back of the engine in which Hung Chang's capital, there are hundreds | all sorts of baggage and freight are carried. This is made in the shape of a pen, with walls about four feet high, and its contents are baggage, cattle and freight. On our train there were a pony and two donkeys in this car. They were tied by their bridles to the iron rail which ran around its top and were surrounded by bags and boxes and bales of all sorts of goods. The train, all told, consisted of about a dozen cars. Back of this half-cattle, half-baggage car was one containing passengers and freight; behind these a large number of second-class coaches, the car of the Viveroy being attached to the end of the regular train. These second-class cars were well filled They were half-English, half-American pattern, each coach being as long as one of our passenger coaches, but the seats running in the same way on the two sides of the car, with an aisle between them. Each car was divided by partitions running across it into three sections, and in some of the cars one section was devoted to Chinese ladies, who sat with the toes

of their club feet resting on the floor in the solltary grandeur of their paint, powder and gorgeous silk clothes. In the men's compartment every seat was occupied, and each passenger had his bed and baggage piled up about him. The seats were plain wooden benches with straight backs, and were very uncomfortable. Many of the passengers had their shoes off, and their gaudy pantaloons of wadded silk were tied about the ankles above their socks of white wadded cotton. Some were smoking long-stemmed pipes, with bowls no bigger than a thimble, and others slept and snored. There was only one first-class compartment. In this the seats were well cushioned, and it was as comfortable as any American passenger coach. The occupants were a half-dozen foreigners going to Taku, at the mouth of the Peiho river, to take the boat for Shanghai, and a couple of richly-dressed Chinese merchants, ABOUT THE STATIONS.

The stations all along the line are well built. They are of one story, painted white and their platforms are of stone, which run almost parallel with the bed of the cars, and below which the tracks are sunken. They are comfortably furnished in Chinese style, with different rooms for the different classes of passengers, and the people of every class gather about the stations in the small towns of China just as they do in an American village. There are soldiers in their red and blue cotton uniforms everywhere. There are swell mandarins, with servants bearing their official caps, with the feathers of rank sticking out at their backs. There are coolies carrying great loads on their shoulders, and half-naked men and altogether naked children, who stand and look at us, the foreign devils, in openmouthed wonder. Now and then they crowd us too closely, when the guard makes assault upon them with his red club, swinging it about as though it were a scythe, or pounding them lustily over the heads with it, and starting the hundreds into a screaming run to the rear. A bell rings at every station before the car starts, and the switches and signals are carefully managed. No Chinaman is allowed to touch a switch without he is connected with the road, and yesterday when the engineer saw a coolie with his hands on the point of one, he stopped the train, jumped down and caught him. He was dragged by his queue to our car, and will come before the mag-Istrate to-morrow. When I saw him he was ghastly pale and was trembling all over. He was probably a farmer who had seen a railroad for the first time, and had no thought of injury to the track. Still, the sentiment against railroads among the people is so great that the greatest caution is preserved, and the least offense is punished with a good flogging across the bare

thighs with a club of bamboo. When this first railroad in China was built the company had to move very slowly in order to overcome the opposition of the people. It is hard to understand the real power of the masses in this country. The government seems to be autocratic, but there is no place where the voice of the people has more weight, and China is to a large extent democratic. The country is divided into two classes and the power of organization is well understood. Every trade, from the beggar to the banker, has its union, and when the line was first planned the carters' guild made a great motive works, told me that if America | next built a road for cars to be pulled by | in a weary Western land.

would take off her tariff he could make | mules, making it strong enough for heavy engines, and gradually put on cars and locomotives. The first locomotive used was one made at the works here and called "The Rocket of China." It was patched up out of old pieces of iron and machinery gathered from different parts of the country. The boller was that of a stationary engine which had been imported years before from England. The wheels were American, and other parts of it were stray pieces from different parts of Europe. I saw this engine in the shop here yesterday. It is kept as a curiosity, but it has carried freight cars for more than 100,000 miles and did the whole work of the line for one year. When the road was first built no freight was carried, except the coal belonging to the company, in order to keep the carters in good humor, but now all classes of goods are taken and the freight rates between Tien-Tsin and Tong Shang, a distance

of nearly one hundred miles, are eight and

one-half American cents a picul of 133

pounds for first-class freight and half that

for second-class freight.

POWER OF THE PEOPLE. Another instance of the power of people in China was seen when the road was extended from the seacoast at Tong came up on the opposite side of the river, and Li Hung Chang naturally wanted it | feet. to go right into the city of Tien-Tsin. A bridge was begun and a vast amount of money was spent in the sinking of the foundations and in importing the iron work. When the structure was almost completed the boatmen who carry on a traffic up and down the Peiho organized a movement against it, and their voice was so strong that Li Hung Chang directed that the work be stopped and the station be placed on the other side of the river, and there it remains to-day a monument of the power of the masses in China. You can almost throw a stone across the river at this point, and if you will imagine a city of the size of Philadelphia, with a trade amounting to perhaps a hundred of millions of dollars a year, connected by the seacoast with only a river not as wide as the Schuylkill, separated from its railroad station by the strike of a lot of American cab drivers, has to travel three miles from his official palace to the depot, and when I took the train yesterday I was hauled in a jinriksha to the ferry, and after crossing the river

my baggage had to be carried by coolies several blocks before the station was reached. In the building of the new railroad, however, there has been much less trouble. The Chinese respect the edicts of the Emperor, and this is an imperial road. If the government at Peking should decide to build roads all over China there would be no trouble in their construction, and the wages and labor are such that they could be laid and equipped more cheaply here than in any other part of the world. Ordinary coolie labor costs about eight American cents a day, and the farm wages in this part of China are about four of our cents for ten hours' work. The brakemen on the trains get six silver dollars, or not much more than three American dollars, a month as wages, firemen receive from five to ten dollars in silver, and engineers get from eight to thirty American dollars a month. The best engineers and the best workmen come from the south of China, and these receive the highest wages. The Cantonese engineers start in at thirty silver dollars, and they can rise in nine years, if they are good workmen, as high as sixty dollars a month, but they cannot make more than this. Northern men begin at \$15 and can rise to \$35 a month. These wages are for sixty hours a week, anything over that being paid for at the rate of 15 cents an hour. Conductors receive less than the engineers and certain classes of workmen get two Sundays off in each month as holidays. In ordinary labor there are no holidays in China and the contractor expects his hands to work Sunday and every day, except a week or so at the Chinese new year. In the works here there are a great number of blacksmiths, carpenters and miners employed. The northern carpenters get from five to eight silver dollars a month and Canton carpenters receive from \$20 to \$30 a month. Blacksmiths get all the way from five to forty silver dollars a month, and the wages of miners are 18 cents a day. At such wages skilled men can be gotten by the thousands in any part of China and the building of railroads is merely a matter of decision on the part of the government that they shall be built and of the little time and comparatively little money required to make them. In my next letter shall show something of what the Chinese have done in the building of the great wall, and how, with the rudest of machinery, they can accomplish the greatest of undertakings.

FRANK G. CARPENTER. Looking Forward. "I was with Debs-" the stranger said. Cried John Most: "Say no more, But stay and drink a schooner

"As I remarked-" began the tramp; "Nay, rest thee," cried John Most. Slave, bring the worthy Anarchist Much beer and eggs on toast."

'It was a bitter struggle-' "Aye, truly;" quoth John Most;
"But ere you tell thy story
Eat! drink! I'll be thy host."

Within my humble door.

The stranger ate voraciously, And quaffed deep mugs of beer; While John Most waited patiently The thrilling tale to hear.

"You were with Debs?" he asked at fast; The stranger cried: "Sure, Mike: I took the Keeley cure with Debs

Two years before the strike." -New York Evening Sun. The Whole Question.

New York Commercial Advertiser.

The whole question between the Pullman company and the American Railway Union is this: Can or cannot that organization force the company to carry on business at a loss? If it can force Pullman to do it, what is to prevent the A. R. U. from forcing every other employer in the country to the same disastrous extremity?

"Your hair, dear," said Irene, "seems to

Chicago Tribune.

be badly tied up. "I hadn't noticed it, love," replied Miss Laura, sweetly. "I was looking at your misplaced switch."

Strike Echoes.

Boy and Man. It is only guileless boyhood that vows:

'Will never do it again." Even when caught in the act, the full-grown man tries to prove that he didn't do it at all.

The Sweet By and By. Boston Journal.

What sounds could be sweeter to the public ear than would be the music of industry as it was when Harrison left the White House?

Kansas City Journal, One great lesson that labor must learn is that the general public cannot be held responsible for the sins of corporations.

A Great Lesson.

Grover's Forte. Washington Star (Ind.). The President writes much more ably on strikes than he did on annexation topics. A Rock in a Weary Land.

#### VINEYARDS

MAKE THE FAMOUS RHINE WINE.

Very Little Pure Wine Reaches the Market, the Rest Is "Fortified"-The Artificial Article Very Poor.

Correspondence Rushville Republican. In the Rhine province, where I visited, the principal occupation of the peasants is the raising of grapes and the making of Rhine wine. Every favorable hillside exposure toward the south, southeast and southwest is planted with vineyards.

Before planting the vine the ground is prepared by digging a ditch about two feet wide and two feet deep across the width of the patch. Then a second ditch is dug alongside the first, and the earth transferred into this ditch in layers. A third ditch is dug, and with the earth the second one is filled, and so on until the whole Ku, where it first stopped, to Tien-Tsin. It | field has been thus treated. The idea is to turn over the earth to a depth of two

The vines are planted in regular rows. A "shoot," about twenty inches long, which has been carefully selected and cut at the proper time, is pushed into the prepared ground nearly its entire length, and this is accomplished by the aid of a special tool for that purpose.

Before a peasant can prepare and plant a new vineyard he has to report his intention of doing so, giving location and description of place, what kinds of grapes he will plant, and where they will come from. The facts will be made a matter of

The government claims these regulations are for the benefit of the vine grower, in order that only healthy vines be planted, and to keep down the "grape louse." On tha other hand, the peasants thing it a scheme of the government to get on record every you will get the situation of Tien-Tsin with | piece of land that is planted in grapes, as regard to its railroad station. The Viceroy | there is a higher tax on vineyards than off other lands.

A new vineyard will begin to product wine the third or fourth year.

In the Rhine country the stock of the grapevine is kept low-not over two inches from the ground. Every spring all the vines are cut off but one, and this one is then bent in an arch and tied to the stick which is inserted in the ground alongside every stock, and is about four feet high. From this "bowed" vine the sprouts will grow and bear the grapes. The vines which are cut off are carefully tied in bundles, hauled or carried home and used

In the southern part of Rhenish Bavaria, where the famous Haardt wines grow, noticed the stocks were kept two or threa feet high, and the vines run along wires while in Italian Switzerland I noticed the grapes were grown on frames, in the grape-Considerable work is necessary during the spring and early summer, such as fertilizing and hoeing, and to keep down the

THE GRAPE HARVEST. As soon as the grapes begin to ripen the village Council will meet and proclaim the vineyards "closed." A watchman is then appointed to watch over each "hill." (Each vineyard hill has a name.) This watchman has to remain in the vineyard day and night until the time comes when the grapes can be cut. It is his duty to, that no one trespasses or steals grapes. and to scare the birds away during the day time with a special long whip which he swings over his head, making a loud crack, Small stone or brick huts are provided for his shelter. The vineyards are closed to every one. even to their owners, and no one is permitted to go to his own vineyard for any

purpose without a special permit from the As soon as the grapes are nearly ripe enough to cut the village Council will again meet and ordain that on a certain day this

This action of the Council, as well as all other public official notices, whether from bell, whereupon the people will open their windows or congregate within hearing disa loud and pompous manner. He will then go on a few rods further and repeat the

vineyards, the peasants will get ready their tubs, mashing tubs or machines, barrels or tanks in which to haul home the crops, the wine press, etc. They will also engage help, if such be necessary. Everything is bustle and excitement, and early in the morning on the day when the vineyards are opened the entire village population may be seen going out to the vineyards-men, women and children-everybody has to heip. The grapes are cut row after row, and great care is taken that none are left or any wasted. In some of the most notable vineyards where such costly wines are

grown as the "Johanesberger," "Scharlachberger," etc., the gatherers are particularly forbidden to eat or waste a single The grapes are crushed in the vineyards, either in specially constructed mashing tubs or with a crushing machine, which has two rollers, through which the grapes are fed by means of a hopper. A great many of the peasants sell their crops in this crushed state in the vineyards. Wine merchants circulate among them for that pur-

ADULTERATED WINE. I was told everywhere that very little or no pure Rhine wine ever reached the market. Most every wine grower adulterates, especially that part of his crops which he intends to sell. This adulteration and manufacture of Rhine wine is carried on more especially by wine merchants, who have ample cellar and cask facilities and water supply for that purpose. They use 14 to 1-6 per cent, pure grape juice and the balance water, and with the aid of raisins, sugar and some chemicals, produce tha Rhine wine which is usually found upon the market. I was in a cellar in a certain village, where I saw four or five large casks, each holding fifteen to twenty barrels, in which

the mixture was in the act of fermenting. This was in the month of May-seven months after the regular season. Wherever I visited among the peasants Rhine wine was served, and because hesitated to drink it as freely as they are accustomed to they would invariably give me their assurance that this was no "manufactured stuff," but natural wine (natur wein), of which they had some "for their own use," and I need not be afraid to drink

What constitutes the "natural wine" is the pure grape juice fermented, without the addition of sugar or anything else, and consequently such wine seldom contains more than 8 or 9 per cent. of alcohol. Another point in favor of pure Rhine wine is the total absence of brandy, an ingredient with which the wines of Spain, Portugal and Sicily are almost invariably fortified to the utter destruction of their flavor and the injury of the health of the consumer. The diseases which attack spirit drinkers, chiefly disorders of the liver, are commonly met with amongst consumers of fortified wines. That the addition of alcohol to wine is unnecessary for its preservation is proved by the fact that pure Rhine wines often retain their excellence for half a century. The very property of keeping is indeed mainly attributable to the fact that the fermentation is more perfect in the Rhenish wines than in those of Spain and Portugal, where fermentation is checked by the addition of brandy. With the white wines of France the same object is effected by sulphurasweetness of new wines are artificially and unwholesomely retained.

I found that the acreage of the vineyards had been materially increased every-where, and it seemed the Rhine wine business was enjoying a "boom." On account of the reputation which the Rhine wines have enjoyed in the past for whole some-ness and delicacy of flavor this extensive manufacture of an artificial and impure article will certainly prove disastrous to the wine growers in a very few years.